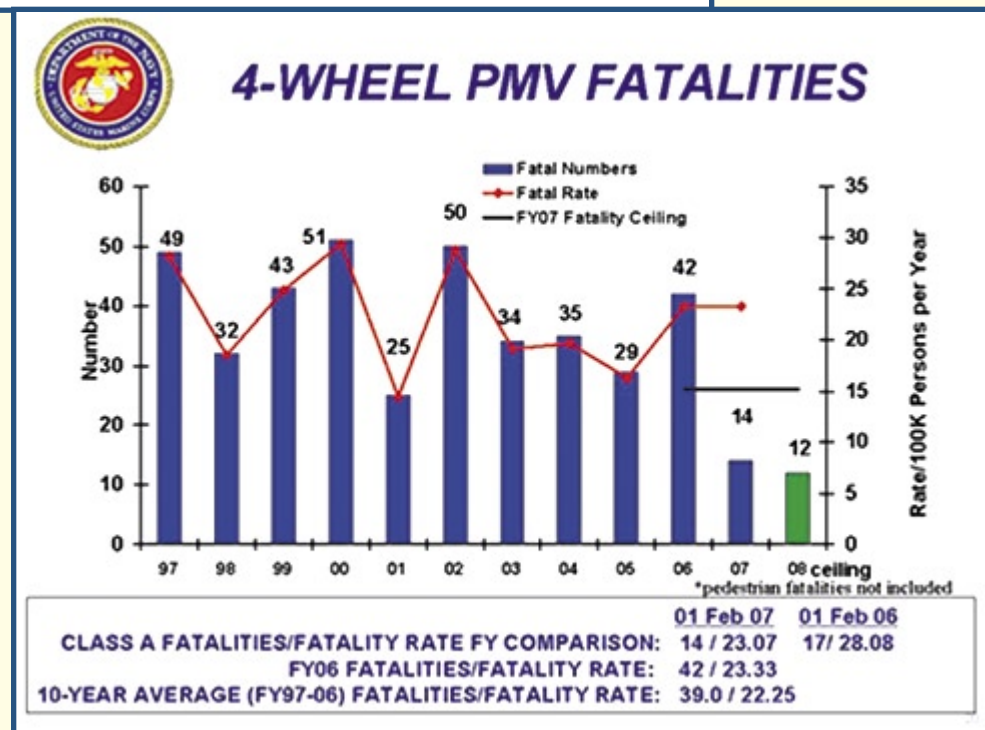
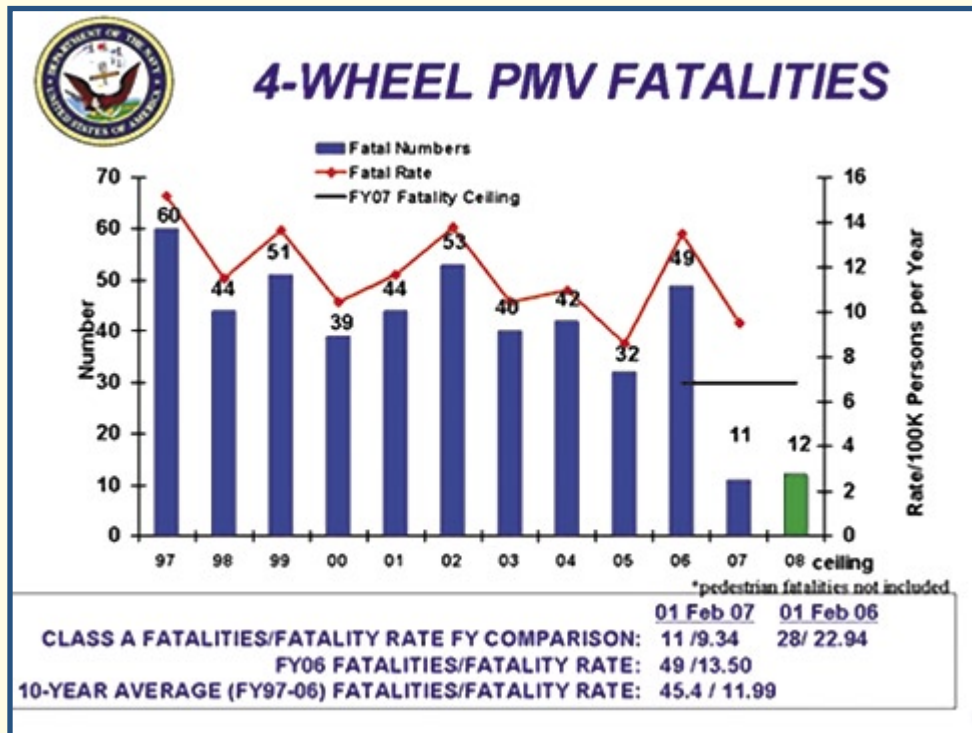


Traffic Crashes Still No. 1 Killer of Sailors, Marines

Good decisions behind the wheel are part of an overall safety campaign to teach Sailors and Marines to practice situational awareness and to recognize and manage risk 24 hours a day, seven days a week, at work or at play. Only by doing such can we anticipate and avoid the hazards that create the following kind of statistics.



Short Narratives (Oct 06 through Jan 07)

30 Jan 07 – A sergeant from 1ST MLG, CLR-17 died when he hit a divider, lost control, and collided with another vehicle.

20 Jan 07 – An FC1 from USS *Mount Whitney* lost control of his vehicle, hit a wall, and was fatally injured.

07 Jan 07 – An MM1 from NavSubScol Groton was killed when his vehicle was run off the road by an 18-wheeler.

01 Jan 07 – A corporal from 1 MAW, MAG-12, VMFA-212 died as a result of being hit by a vehicle and receiving a severe head injury.

29 Dec 06 – An E-3 from USS *Bonhomme Richard* was killed in a single-vehicle crash in Hudspeth County, Texas. The vehicle rolled over and ejected him.

25 Dec 06 – A PFC from 2NDBN, 1STMAR, suffered fatal injuries after losing control of his car in Las Vegas. He ran off the road and hit a cement barrier and several trees. His vehicle traveled 336 feet before coming to rest. The victim wasn't wearing a seat belt.

23 Dec 06 – A master sergeant from USS *Oak Hill* died from injuries suffered in a traffic accident Dec. 22, in Springfield, Colo. Also, a corporal from HMM-268 died in a wreck in Saranac Lake, N.Y. He was a front-seat passenger when the driver lost control and hit a tree.

18 Dec 06 – In Lexington, N.C., a corporal assigned to HQBN 3RD MARDIV was driving to the store in heavy fog. He crossed the centerline of a roadway and was killed in a head-on crash with an oncoming vehicle.

17 Dec 06 – An E-4 from USS *Ronald Reagan* was killed when he lost control of his vehicle and crashed into the center divider on a highway in San Diego.

16 Dec 06 – A sergeant from 2nd MAINT BN, 2nd MLG, lost control of his vehicle. He wasn't wearing a seat belt and suffered fatal injuries when the vehicle rolled and ejected him.

10 Dec 06 – An HM1 from Recruit Training Command was killed in a single-vehicle mishap.

08 Dec 06 – A senior chief from VFA-115 was killed in a head-on motor-vehicle mishap.

30 Nov 06 – A staff sergeant from the School of Infantry West slammed into the rear of a tractor-trailer near San Diego and suffered fatal injuries.

26 Nov 06 – A lance corporal from 1ST BN, 2DMAR, 2D MARDIV was driving when his car was

rear-ended in Jacksonville, N.C. He was pronounced dead at the scene.

24 Nov 06 – A Marine who had graduated from recruit training two days earlier died in a wreck in Monroe County, Penn. He had been driving when he lost control and hit a tree. He was ejected and pinned beneath the car.

24 Nov 06 – A midshipman was killed in a car wreck in Annapolis, Md. He was a passenger in the front seat of a car driven by a civilian who crashed into a tree.

23 Nov 06 – A corporal from 2ND BN, 5TH MAR, 1ST MARDIV died when his vehicle was struck by a drunk driver.

22 Nov 06 – A corporal from II MEF was speeding on a highway near Richlands, N.C. She lost control, crossed into the southbound lane, and was hit by a truck and a tractor-trailer. In spite of her seat belt, she suffered injuries that proved fatal on 25 Nov.

09 Nov 06 – A corporal from 4TH MARDIV, 4TH RECON BN, suffered fatal injuries as a passenger in a speeding vehicle driven by a lance corporal who ran into the back of a tractor-trailer.

04 Nov 06 – A lance corporal from II MHG, II MEF, died in a wreck as a passenger in a car belonging to a fellow corporal. The driver was speeding and hit a telephone pole in North Carolina. The car went airborne for 60 feet and bounced another 40 feet. Alcohol was a suspected factor.

30 Oct 06 – A seaman recruit from USS *George Washington* suffered serious injuries in a wreck; he subsequently died 20 Nov. He was a passenger in a car driven by a fellow SR who had fallen asleep at the wheel and crashed into a tree along an interstate highway in Chesapeake, Va.

27 Oct 06 – A PFC from 2D Battalion, 6th Marines, 2D MARDIV suffered fatal injuries when the car he was driving veered across three lanes of traffic, struck a traffic barrier, and then veered back across the traffic. Two passengers had minor injuries. The mishap occurred in Nashua, N.H.

16 Oct 06 – An E-3 from USS *Harry S. Truman* was killed in a wreck in York County, Va. He was on his way to work when he lost control and ran into a tree.

09 Oct 06 – In Norfolk, an E-4 and an E-3, both 19 years old and from USS *Harry S. Truman*, died when their car crossed an interstate median and was broadsided by another vehicle.

07 Oct 06 – A lance corporal from HQ BN, 1ST MARDIV, was killed when a drunk driver ran a stop-light and collided with his car in Los Angeles. The Marine's wife also was killed.

07 Oct 06 – An MA3 from Mobile Security Squadron Three suffered fatal injuries while driving a rented car in Bahrain. He collided with a light pole. His passenger, an E-2, was injured seriously.

In the News

Traffic Risk Planning System (TRiPS)

– This online system helps you plan your travel, do a risk assessment of your trip, and get automated suggestions to make your trip safer. To log on, visit the Naval Safety Center website at www.safetycenter.navy.mil, click on the TriPS link, and register. You'll get an e-mail verification, and you then can access the program and start planning trips.

Driver Behavior Assessment Tool (DBAT)

– This idea originally was proposed by the Naval Safety Center as an initiative for the Defense Safety Oversight Committee PMV Task Force. However, the Department of Defense approved it as a tool to identify high-risk drivers (those who are more likely to be involved in a traffic mishap than the general military population). These personnel then will receive additional training and counseling.

PMV Mishap Investigation Template (Navy Only) – Until this template was developed, investigations of traffic fatalities were little more than a copy of the police report. The template guides the gathering of all pertinent information about the who, what, when, where, and how of the mishap. The content of the template isn't exactly new—it's actually the required information from OpNavInst 5102.1D (the mishap-reporting instruction). However, it's in a user-friendly format and will produce a comprehensive mishap report. The only new aspect of the template is a list of organizational questions that will assist in root-cause analysis. To access the template, go to the Naval Safety Center website at www.safetycenter.navy.mil and click on "PMV Investigations" under "Initiatives and Tools" at the bottom of the homepage.

Traffic Safety Quick Series Guide

– This pocket-sized guide provides useful tools for tackling such problems as speeding, drinking and driving, and not wearing seat belts. Copies are available from the Communications and Marketing Department, Naval Safety Center. To get

copies mailed to you, e-mail LCdr. John Ruane at john.ruane@navy.mil, or call him at (757) 444-3520 (DSN 564), ext. 7220.

Traffic5100 (The Navy-Marine Corps Traffic Safety Handbook) – This special supplement to *Sea&Shore*, which was published in 2006, offers hundreds of tips and ideas to help everyone from top leaders to deckplate workers face the problem that's threatening our mission readiness. In the major sections—Planning, Training, Driving, Preventing and Reporting—you'll find a wealth of ideas, guidance, news, and best practices you can adapt and apply at your command. To get copies mailed to you, e-mail LCdr. John Ruane at john.ruane@navy.mil, or call him at (757) 444-3520 (DSN 564), ext. 7220. The handbook also is available online at <http://www.safetycenter.navy.mil/media/traffic5100/default.htm>.

Photo by Heather Schmaedeke



Best Practices

VAQ-133 – After a series of DUIs, this squadron held a high-impact, day-long stand-down featuring statistics, videos and stories about the impact alcohol has on society. Guest speakers explained how DUIs had affected their lives. Sessions for leaders covered how to recognize high-risk Sailors, ORM, and scenario-based discussions. The day ended with a field trip to a local jail and courthouse, where Sailors witnessed a mock sentencing and heard a detailed description of typical penalties for DUI offenses. For full details, go to: http://safetycenter.navy.mil/bestpractices/aviation/VAQ-133_DUI_Awareness.htm.


HSL-44 – This squadron published its traffic-safety program in the form of an instruction, which says, in part, “Along with being a health hazard when consumed irresponsibly, alcohol becomes a catalyst of danger when mixed with motor vehicles. Not only automobiles but boats and aircraft shall not be operated while under the influence of alcohol. The Swamp Fox Safe Driving program is meant to give not only guidance but the tools for personnel of this command to make the right decision when faced with a potentially bad situation. Also, the avenue for change will be open to every member of HSL-44 through the Safe Driving Practices Incentive program discussed within this instruction. The aim of this instruction is to ensure that our valuable asset of personnel is not squandered in needless accidents.” The instruction lists incentives for workcenters that go 90 days without an alcohol-related incident. For full details, go to: http://safetycenter.navy.mil/bestpractices/traffic/HSL-44_traffic.htm.

Commander Naval Region Pearl Harbor

– In a message issued in March 2004, RAdm. Bernard J. “Barry” McCullough implemented a program to suspend on-base driving privileges for military personnel who were arrested or ticketed by law-enforcement authorities, on or off-base, for serious traffic violations, pending disposition of the offenses by civil authorities or the regional security traffic-court administrator. That message was followed in December 2004 by one from the new base commander, RAdm. Michael C. Vitale. He strengthened traffic penalties to enforce compliance with safety standards and state and base traffic regulations; his ordered regionwide changes



became effective Jan. 1, 2005. For full details, go to: http://safetycenter.navy.mil/bestpractices/traffic/enforcement_of_base_traffic.htm.

HSC-2 – This squadron had two Sailors in two different states commit dangerous traffic offenses. One was arrested in Northern Virginia for doing 105 mph in a 65-mph zone. The other was arrested in North Carolina for doing 110 mph in a 70-mph zone. These two incidents, along with numerous other minor to major traffic violations and severe traffic accidents during late FY04 and early FY05 prompted the CO to establish an aggressive traffic-safety training and awareness program. He increased focus on training at indoctrination and during safety stand-downs and GMT sessions. He also stepped up investigations, tracking of data, and trend analysis of all traffic incidents and introduced stiffer and more timely disciplinary action to set an example and to reinforce policy. For full details, go to: http://safetycenter.navy.mil/bestpractices/aviation/traffic_safety_HSC-2.htm. 

More best practices can be found at <http://safetycenter.navy.mil/bestpractices/traffic/default.htm>. The newer ones are at the top.